

4

COMMUNITY SAFETY ZONES WALTER SCOTT PUBLIC SCHOOL AND ROSELAWN PUBLIC SCHOOL TOWN OF RICHMOND HILL

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated August 18, 2011, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. Major Mackenzie Drive East (Y.R. 25), in the vicinity of Walter Scott Public School, in the Town of Richmond Hill, not be designated as a Community Safety Zone.
2. Carrville Road (Y.R. 73), in the vicinity of Roselawn Public School, in the Town of Richmond Hill, not be designated as a Community Safety Zone.
3. The Regional Clerk circulate this report to the Clerk of the Town of Richmond Hill.

2. PURPOSE

This report is in response to a Transportation Services Committee request, on April 6, 2011, to review Major Mackenzie Drive in the vicinity of Walter Scott Public School and Carrville Road in the vicinity of Roselawn Public School for Community Safety Zone Designations.

3. BACKGROUND

On April 21, 2011, Regional Council directed Regional staff continue to utilize the existing Community Safety Zone Warrant Criteria, as adopted by Regional Council on December 19, 2002

In 2002, York Region developed criteria and an implementation process to ensure that Community Safety Zones are implemented consistently across the Region.

The Region's current Community Safety Zone criteria have two components, which must be met in order to install a Community Safety Zone. The first component, *Designated Areas of Special Consideration*, recommends that Community Safety Zones only be

considered for implementation in areas of special concern that are obvious to road users such as:

- Elementary or secondary schools
- Community centres
- High pedestrian traffic locations
- Seniors' centres and residences

The second component, *Safety Performance*, consists of collision and risk factors. The collision factor specifies that there should be more than one collision per year for every 900 daily vehicles for a Community Safety Zone to be implemented. The risk factor involves analyzing the features of the road section that consider:

- Posted speed
- Daily traffic volumes
- Number of lanes
- Length of sidewalks
- Pedestrians
- Intersection and entrances per kilometre

Before the risk factor for a road section can be evaluated, there must be positive confirmation from York Regional Police that reveals an unusually high violation rate on the specific road section. The policy guides the analyst to assign a risk factor score to road sections, which will determine the potential for safety improvement. For Community Safety Zone criteria to be justified, the minimum value for the risk factor is 15. Either the collision or the risk factors must be satisfied for the safety performance criteria to be met.

Community Safety Zones are sections of roadways where public safety is of special concern and traffic offences are subject to double the fines

Community Safety Zones are typically designated on roadways near schools, day-care centres, retirement residences, or road sections that are identified as high collision locations. Within designated Community Safety Zones, while traffic laws remain the same, demerit points of offenders are not affected, but traffic offences are subject to double the fines by a Community Safety Zone designation. The intent of these zones is to modify driver behaviour and increase safety for all road users, particularly vulnerable road users like children and seniors.

In accordance with the Sections 214.1 (4) and (5) of the *Highway Traffic Act*, Community Safety Zone designations do not take effect until municipal by-laws are in place and the required signs are posted. The Community Safety Zone signs must be located at the limits of the zone as prescribed in the designating municipal by-law or Ontario

Regulation. A standard Community Safety Zone sign in accordance with the Ontario Traffic Manual Book 5 is shown in Figure 1.

Figure 1
Community Safety Zone Sign



On April 21, 2011, Regional Council requested staff, in consultation with York Regional Police and local municipalities, to review the implications of identifying all school zones as Community Safety Zones and report back within six months

Regional staff was requested to conduct a detailed investigation to implement a Community Safety Zone at every school zone on the Regional road network, after consultation with York Regional Police and local municipality staff and report back to Regional Council within six months.

Staff are in the process of evaluating approximately 64 school areas and will be conducting studies during school hours. The findings of the review will be presented to the Transportation Services Committee in 2012.

4. ANALYSIS AND OPTIONS

A Community Safety Zone designation is not recommended on Major Mackenzie Drive East for Walter Scott Public School

Major Mackenzie Drive East, in the vicinity of Walter Scott Public School, is a four-lane urban roadway. The existing speed limit is 50 kilometres per hour during normal hours and 40 kilometres per hour during school hours as indicated by flashing beacon lights. The annual daily traffic volume of 30,000 vehicles per day. A location plan is provided as *Attachment 1*.

A recent speed study indicated that the mean operating speed on this stretch of Major Mackenzie Drive East is 56 kilometres per hour and that 85% of vehicles are travelling at 62 kilometres per hour. A three-year collision review identified no patterns or trends.

Based on the collision history and information provided by York Regional Police, there is no unusually high violation rate revealed at this location. Therefore, the Community Safety Zone designation is not recommended on Major Mackenzie Drive East for Walter Scott Public School.

A Community Safety Zone designation is not recommended on Carrville Road for Roselawn Public School

Carrville Road, in the vicinity of Roselawn Public School, is a four-lane urban roadway with a raised centre median separating the opposite direction of travel. The existing speed limit is 50 kilometres per hour during normal hours and 40 kilometres per hour during school hours as indicated by flashing beacon lights. The annual daily traffic volume is 25,000 vehicles per day. A location plan is provided as *Attachment 2*.

A recent speed study indicates that the mean operating speed on this stretch of Carrville Road is 53 kilometres per hour and that 85% of vehicles are travelling at 59 kilometres per hour. A three-year collision review identified no patterns or trends.

Based on the collision history and information provided by York Regional Police, staff has not identified any unusually high violation rate at this location. Therefore, the Community Safety Zone designation is not recommended on Carrville Road for Roselawn Public School.

Sixteenth Avenue, in the vicinity of 16th Avenue Public School and Elvis Stojko Arena, located two kilometres east of Roselawn Public School, between Fern Avenue and Maple Avenue, is designated as a Community Safety Zone. In 1999, this Community Safety Zone was installed on a trial basis. This section of 16th Avenue, located east of Yonge Street, consists of a five-lane urban cross section, with a posted speed limit of 50 kilometres per hour during normal hours and 40 kilometres per hour during school hours as indicated by flashing beacon lights.

A speed study conducted in 1999 indicated that only 4% of the traffic complied with the posted speed limit of 50 kilometres per hour and the average operating speed was 66 kilometres per hour. This Community Safety Zone designation on 16th Avenue, between Fern Avenue and Maple Avenue, was established to address concerns related to speeding and aggressive driving in this area.

Unlike the road section of Carrville Road in the vicinity of Roselawn Public School, this road section contains a community arena that is in operation for longer hours of the day, which attracts motorists and pedestrians after school hours. Since the Community Safety

Zone is in effect all day, it is deemed more appropriate and effective to maintain the Community Safety Zone at this section of 16th Avenue.

York Regional Police indicate that Community Safety Zones have limited effect on driver behaviour and support the Community Safety Zone policy which require unusually high violation rates as a basis for considering them

York Regional Police indicated the Community Safety Zone policy is appropriate, given the criteria, which must first be satisfied before a location would qualify for designation. It is imperative that in order for any road sign to retain credibility with motorists, Community Safety Zones must be used in a meaningful way. “Blanketing” all school zones as Community Safety Zones may actually cause a loss of credibility to the zones that already exist and would do little if anything to change driver behaviour in the new areas. Motorists typically do not associate the presence of Community Safety Zone signs with a need to drive more safely. The current policy of judging each location against the criteria on a case-by-case basis is sound and should be continued.

5. FINANCIAL IMPLICATIONS

There are no direct financial implications as a result of this report. The cost to review Major Mackenzie Drive in the vicinity of Walter Scott Public School and Carrville Road in the vicinity of Roselawn Public School for Community Safety Zone Designations is included in the day-to-day operations for staff.

6. LOCAL MUNICIPAL IMPACT

There is no direct impact on the local municipalities. This report will be forwarded to the Town of Richmond Hill for their information.

7. CONCLUSION

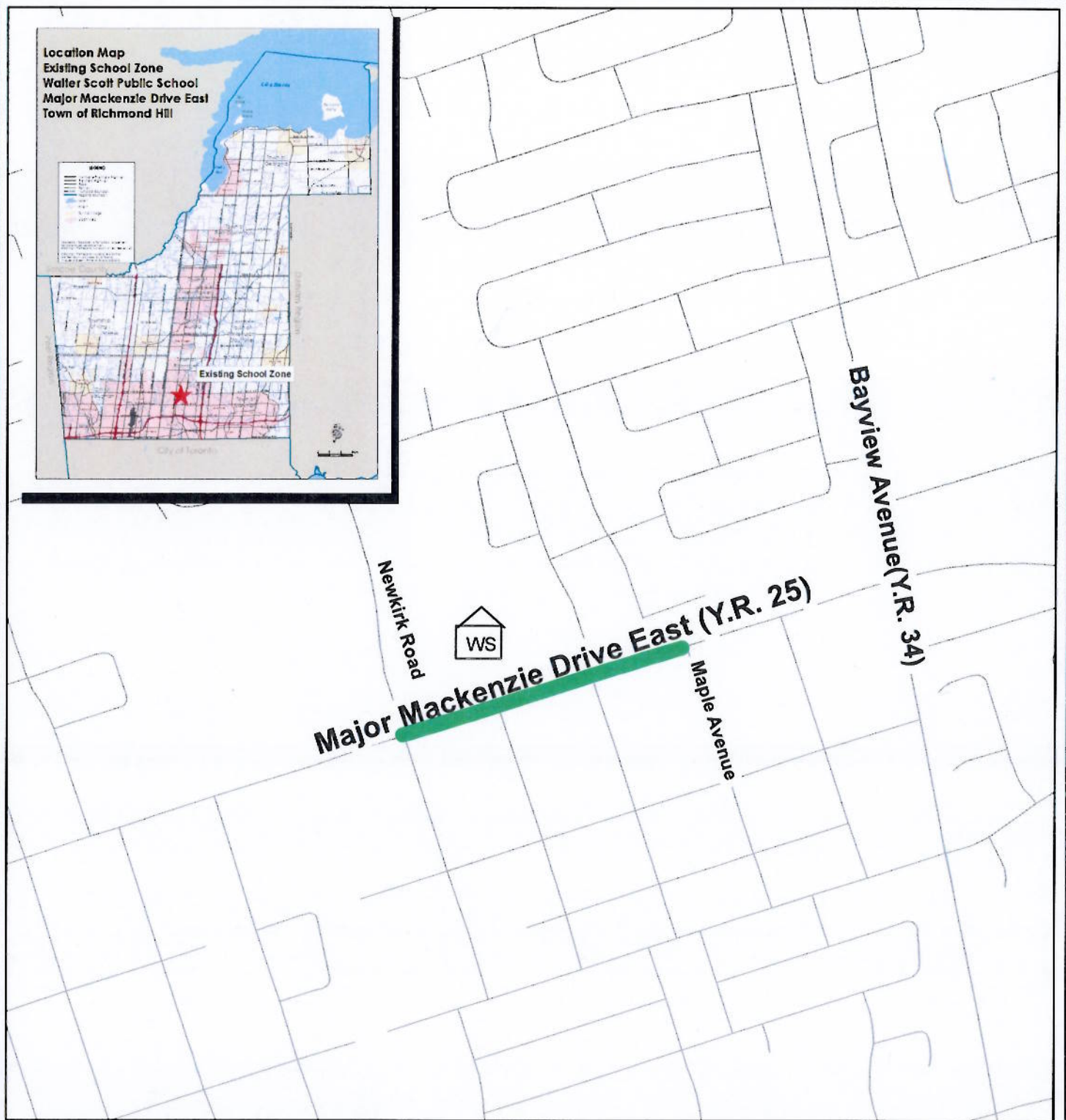
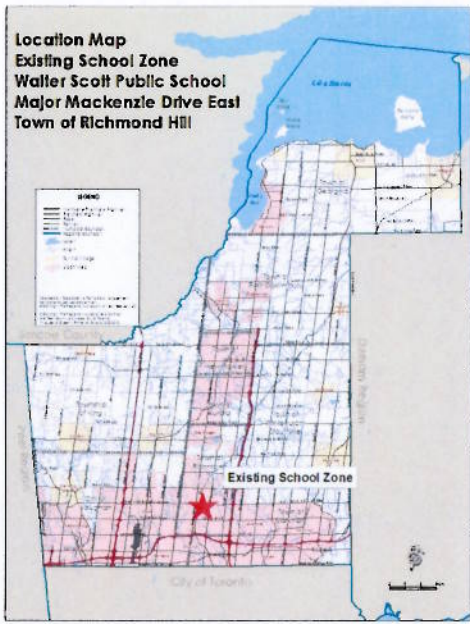
In accordance with the Region’s Community Safety Zone policy, Major Mackenzie Drive, in the vicinity of Walter Scott Public School and Carrville Road, in the vicinity of Roselawn Public School do not satisfy the criteria to designate the existing school zones as Community Safety Zones.

It is proposed the Regional Clerk circulate this report to the Clerk of the Town of Richmond Hill.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at Ext. 5226.

The Senior Management Group has reviewed this report.

(The two attachments referred to in this clause are attached to this report.)



LOCATION PLAN

Existing School Zone
Walter Scott Public School
Major Mackenzie Drive East (Y.R. 25)
Maple Avenue to Newkirk Road
Town of Richmond Hill



Existing School Zone

Walter Scott Public School



0 62.5 125 250 375 500 Meters

TRANSPORTATION SERVICES

Existing School Zone
Roselawn Public School
Carrville Road (Y.R. 73)
Myers Boulevard to Avenue Road
Town of Richmond Hill



Existing Community Safety Zone 

Existing School Zone 

16th Avenue Public School 

Roselawn Public School 

Elvis Stojko Arena 

0 145 290 580 870 1,160
 Meters

TRANSPORTATION SERVICES